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Patent claims

- 5 1. A method for controlling a drive (16) of a motor
vehicle having an internal combustion engine (10)
and an electric motor (24), a main transmission
10 (16) having an output shaft (18), which is
connected to a driveshaft (19) of the motor
vehicle, and an input shaft (14), which is
connected to the internal combustion engine (10),
and the electric motor (24) being coupled to the
input shaft (14) or the output shaft (18) of the
15 main transmission (16) by means of an intermediate
transmission (22) having at least two transmission
ratio steps,
characterized
in that, to accelerate the motor vehicle from
rest, the drive is initially effected solely by
20 the electric motor (24), the intermediate
transmission (22) being in its lowest transmission
ratio step, and the provision of drive then being
taken over by the internal combustion engine (10)
before a shift operation in the intermediate
25 transmission (22).
2. The method as claimed in claim 1,
characterized
in that the intermediate transmission (22) is a
30 claw shift transmission.
3. The method as claimed in Claim 1 or 2,
characterized
in that the provision of drive is taken over
35 gradually by the internal combustion engine (10)
before a shift operation in the intermediate
transmission (22), the drive torque supplied by

the internal combustion engine (10) being increased to the same extent as the drive torque supplied by the electric motor (24) is reduced.

- 5 4. The method as claimed in one of claims 1 to 3,
characterized
in that the provision of drive is taken over by
the internal combustion engine (10) as a function
of a detectable acceleration demand of the motor
10 vehicle.
5. The method as claimed in claim 4,
characterized
in that the acceleration demand of the motor
15 vehicle can be detected from the accelerator pedal
position and/or from the vehicle speed.
6. The method as claimed in one of claims 1 to 5,
characterized
20 in that an energy store which is connected to the
electric motor (24) is intermediately discharged,
the electric motor (24) is operated in a
regenerative mode, the electric motor (24) is
operated in a booster mode and the like only in at
25 least the second transmission ratio step of the
intermediate transmission (22).
7. The method as claimed in one of Claims 1 to 6,
characterized
30 in that, if appropriate, the motor vehicle can
also be accelerated from rest solely by the
internal combustion engine (10) as drive.